

The Hong Kong Telegraph.

No. 162.]

HONGKONG, TUESDAY, DECEMBER 20TH, 1881.

[PRICE—\$16 PER ANNUM.]

Intimations.



GOVERNMENT BILLS.

TENDERS of SPECIE, Mexican Dollars Current in this Colony, weighing 7.17, in exchange for BILLS drawn at 10 days' sight on H.E. the Governor-General of India in Council, Calcutta, will be received by the STAFF PAYMASTER until 12 Noon TO-MORROW, the 21st instant.

The TENDERS to State the total amount required (in Rupees), and the amount for which each Bill should be drawn; but no Bills will be issued for sums below Rs. 10,000.

The TENDERS to be in Duplicate, in Sealed Covers, addressed to the "STAFF PAYMASTER," and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all the Tenders is reserved.
A. S. MURRAY, Major,
Staff Paymaster.
Treasury Office Queen's Road,
Hongkong, 19th Dec. 1881.

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Hongkong, 19th December, 1881.

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Sporting Guns and Ammunition
always on hand.

Intimations.

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H. FOURNIER & Co.

HAVE JUST RECEIVED,
ex French Mail Steamer,
A Splendid Assortment of
FANCY GOODS,
Suitable for
CHRISTMAS AND NEW YEAR'S
PRESENTS.

Also a Large Assortment of
TOYS,
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CAPITAL PAID-UP..... 3,750,000 Francs.

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ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881.

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WINE MERCHANTS,
Marine House, 15, Queen's-road.

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De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.
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Price list on application.

Intimations.

V. R.

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Naval Storekeeper.

H.M. Naval Yard,
Hongkong, 19th Nov., 1881.

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Hongkong, November 23, 1881.

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SAYLE & Co. INTEND HAVING A
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THIS DAY, DECEMBER 9TH, AND FOLLOWING DAYS,
OF NOVELTIES SUITABLE FOR RECEPTION, BALL, AND
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SCARVES, &c., &c.

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Hongkong, 6th December, 1881.

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OUR GENERAL DRAPERY, SILK, AND DRESS DEPARTMENTS have been newly furnished by the last French and English Mails.

BLACK SILKS and SATINS.

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The Outfitting Department is well assorted in everything requisite for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

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HAVE RECEIVED on CONSIGNMENT the FOLLOWING VALUABLE SECOND HAND BOOKS.

Gottfried's "Travels of Spaniards and Portuguese in East and West Indies," 4 vols. folio, 1727.

"Ancient Atlas and Geography," 2 vols. imp. folio (vellum) 1696.

Reinard's "Geographie d'Aboulfeda," traduite de l'Arabe en Français.

Houckgeest's "Voyage de l'Ambassade de la Compagnie des Indes Orientales Hollandaise, vers l'Empereur de la Chine dans 1794," 2 vols. royal 4to. (calf).

"Olearius's Travels in Muscovy, Tartary, and Persia," imp. 8vo, 1662.

"Journal of the Indian Archipelago and Eastern Asia," 2 vols.

"Journal of the Royal Geographical Society," 6 vols.

"Sprenger's El-Mas-udis Historical Encyclopaedia, entitled Meadows of Gold and Mines of Gems," translated from the Arabic.

"Kerr's Collection of Voyages and Travels," 17 vols.

"Lookman's Travels of the Jesuits, in China and East Indies," 2 vols.

"The Chinese Traveller; a Geographical, Commercial, and Political History of China," 2 vols., 1775.

"Tournon's Anecdotes sur l'état de la Religion dans la Chine," 7 vols.

"Thevenot's Voyages in Europe, Asia, and Africa," 4 vols. (vellum), 1727.

"Reinard's Voyages dans l'Inde et à la Chine," (calf, elegant), 1845.

"Somedo's Histoire Universelle de la Chine," demy 4to., 1667.

"Bémusat's Nouveaux Mélanges Asiatiques," 2 vols., 1829.

"Klaproth's Mémoires relatifs à l'Asie," Recueil Amusant de Voyages," 7 vols., 1787.

"Proceedings of the Royal Geographical Society," 1879-1880.

N.B.—There are some other Books which cannot be particularized within the space of this advertisement.

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THE
Hongkong Telegraph.

HONGKONG, 20TH DECEMBER, 1881.

THE beginning of law reform, says the *Standard*, is as the letting out of water. We can never even conjecture where it is to stop. The Judicature Acts are at this moment not ten years old, and yet it is already proclaimed that the machinery provided by them must be modified. It has become of late years a somewhat dangerous practice to pass Acts of Parliament whereby difficult but at the same time important matters of detail are put into permanent commission. A Board of Conservators is appointed to superintend the navigation of particular river. The Statute gives them a free commission, empowering them to make whatever rules or by-laws they may think fit, and further providing that these details, as they may be made from time to time, are to be deemed part of the Act itself, and to be held as incorporated with it, unless exception should be taken to them by the House of Commons. In pursuance of this desultory and haphazard method of legislation, which shuffles everything by referring it to an Executive Committee, the Judicature Acts have (subject to certain restrictions into which we need not enter) given the Judges powers to henceforth control the entire course of legal procedure. They can make Rules, and these Rules unless challenged in the Legislature, become an integral part of the Act itself. We are ready to admit that, under the old order, things went very badly; that inordinate expense was put upon the litigants; that the under officers of the Court were not only paid liberal salaries, but also contrived to feather their nests by a system of fees which, more or less, amounted to black mail; and that generally things were about as bad as they well could be. All these evils were to be remedied by the Judicature Acts; and, as might have been expected, the first attempt to sweep out the stable of Augeas has not proved altogether successful. We are now again invited to reconsider our entire system of legal procedure; and litigants, or intending litigants, will, we think, do well if they will carefully take under their consideration, as business men, the style and method of procedure which it is now sought to force upon us. There is much in the Report which the Lord Chancellor's Committee has made that favours somewhat unduly the prevalent idea that law, like all ordinary commodities of commerce, must of necessity become better as we get it more cheaply. It is accordingly determined that the moment an action is commenced the Plaintiff and the Defendant shall be brought together before a Master. The Master is to have a general look at the action; he is to consider all about it; he is to decide how it is to be tried, and in what way relief is to be granted to each litigant; and he is thus made, as it were, *dominus litis* from its commencement to its end. There are some few among the Masters who are equal to a duty thus responsible. But the majority of these functionaries are, we submit, unequal to the duty thus cast upon them of journeyman Judges.

Not is this all. It is the opinion of the Committee that, except in certain specified cases, Trial by Jury should be abolished. The mode of trial, they recommend, should be "by a Judge without a Jury; but, on the summons for directions, or on the application of either party, an order shall be made that the cause be tried by a Jury, if it shall appear that the questions involved can conveniently be so tried; provided always that in the following cases the right of either party to a Trial by Jury shall be absolute—libel, slander, seduction, false imprisonment, malicious prosecution, breach of promise of marriage." In other words, it is to be for the Judge to determine, in a large number of cases, whether a jury shall be employed or not. A more unfortunate recommendation has never yet been made. There is a certain class of cases which distinctly lend themselves to reference. They are those in which cross accounts have to be sifted and investigated. But every advocate in practice is perfectly well aware that any attempt to turn the High Court of Justice into a County Court must inevitably prove unsuccessful. This, however, is in effect the substance of the recommendation of the Committee. Practically, as soon as a writ is issued the plaintiff will have to go before a Master, and tell him what the action is, and what sort of relief he wants; and the Master will then make an order, setting out how, in his judgment, the whole action should be treated. There are, as we have already said, or hinted, Masters and Masters. But the present proposal is to put into the hands of these functionaries a power which, we believe, they themselves would be the last willingly to claim. It is not, however, the Masters and Judges who are alone concerned. The matter is one which affects the public; and before Parliament reassembles it will be for Chambers of Commerce and other mercantile associations to consider whether Trial by Jury is to be thus suddenly taken from them. The Commissioners, it is true, recommend that in certain cases Trial by Jury should be a matter of right. But the list of exceptions which they give does not by any means reach the root of the question. Trial by Jury ought to be a matter of right in all cases where the character of either litigant is at stake. If a man brings an action upon a policy of fire insurance, and the defence is that he has fraudulently burnt down his own premises; if he brings an action for being run down upon the Queen's highway, and defence it that he was intoxicated and was driving negligently and furiously; or if he brings an action upon a bill of exchange and is met by the answer that the bill has been stolen and that he took it with knowledge of the fact—he ought surely, in each of these cases, to be entitled to go before a Jury. In each case his personal character is involved, and it is monstrous that a spit in which his reputation and honour are concerned should be left for its decision to the determination of a single Judge.

We need not investigate the history of Trial by Jury. We know how, originally, it was felt advisable that impartial persons with knowledge of the facts should do justice as between subject and subject, and how, consequently, twelve good men and true—*liberi homines et legales*—were sworn to take upon themselves the task of Judges. Jurors, indeed, were originally chosen, not because they knew nothing of the subject, and would consequently decide it impartially, but rather because they were supposed to know all about the subject, and so to be able to deal with it thoroughly and completely. The original mode of action was by duel, or wager of battle. This rough and ready method of justice was superseded by the calling together of twelve or more Jurors, who were to return a finding upon their oaths, on the understanding that they were a properly-constituted Court of Honour, acquainted with the facts, and trustworthy to do justice between the parties. Little by little it became the custom that Jurors, instead of relying upon their own knowledge, should, like a Court-martial call witnesses, and admit extraneous evidence; and thus the present system has grown up. We mention these familiar facts of Constitutional history

only to show how deeply embedded in our national life is the idea of Trial by Jury, and how important and sweeping a change is that which is now contemplated. There are, it may well be, many cases which are best tried before an Arbitrator, or by a Judge without a Jury. But there are on the other hand, a large number of causes of action in which, from their very nature it is most satisfactory for each side to be taken. In the County Courts, whenever the amount in dispute exceeds five pounds, either of the litigants is absolutely entitled to a Jury. It might well be thought that the County Court Judges, who are, as a rule, gentlemen of considerable experience and discretion, would well be able, without assistance, to try small cases up to the amount of twenty pounds or thereabouts. At present, however, the litigant in a County Court enjoys the option which is to be denied him in the Court of Queen's Bench. If he brings his claim for ten pounds in a County Court, he can insist upon a Jury; if he brings it for ten thousand pounds in the Court of Queen's Bench, he is to be denied a Jury, unless his case fall within certain very limited categories, or unless the Court see some special reason for acceding to his application. We doubt whether a course of procedure thus novel will commend itself to the House of Commons. Trial by Jury is not to be lightly swept away by a Committee of Judges. It is natural, perhaps, that Judges should entertain a poor opinion of juries; and it has, we believe, occasionally happened that Juries have been sufficiently audacious to reciprocate the sentiment. But for the change now proposed no sufficient reason whatever has been alleged. It is said, no doubt, that cases are frequently put down for trial which, when they come into Court, are found to be so complicated, and to involve so many matters of detail, that a reference is their only possible solution. The answer is, however, that early in the proceedings there should have been a compulsory order of reference. Because a certain percentage of cases are unsuited for a Jury, we are not on that account entitled to assume that a Judge without a Jury is the fitting tribunal, unless the contrary be proved. It is possible, of course, that in some limited or modified form the proposals of the Committee may be adopted. But they will, we may be sure, be regarded with extreme jealousy, not by the profession and the public alone, but also by the House of Commons.—*Standard*.

We regret that, owing to the failure of the Hongkong-Amy telegraph cable, we are unable to give the results of the second and third days' racing at Fochow, until the arrival of one of the coasting steamers.

We fear that the Nippon Race Club is likely soon to lose its Japanese support altogether. We predicted this some months ago in an article pointing out the various causes of dissatisfaction that exist, but on the whole it was perhaps impossible to reconcile the conflicting elements. Whether anything would have retained the Japanese subscribers is, however, questionable. They could never have exercised any appreciable influence on the affairs of the Club under existing circumstances; and, with a constantly improving institution of their own in Tokio, one cannot be surprised that they prefer to concentrate their strength there. They have their own ideas about the best methods of improving the breed of Japanese horses; and, so far as we can learn, Chinese ponies do not figure in the programme. The course at Toyama is now everything that could be desired; and the excellent racing that took place there lately promises well for the future. It was certainly owing to a great measure to Mr. Kennedy's influence that the Nippon Race Club obtained so much Japanese support at the start, and that gentleman's approaching departure cannot fail to exercise a considerable influence in the other direction. We understand that it is the intention of the Japanese to admit foreigners to the Tokiyo Race Club, and even to make them eligible for the Committee, &c., provided they subscribe to the regulations and by-laws of the institution. In other words, there must be no exterritoriality on the race course.—*Japan Mail*.

We are informed by the Agents, Messrs. Jardine, Matheson and Co., that the steamship *Gleam* left Singapore at noon yesterday for this port.

We understand that the rates for 1882 were assessed to-day by the Governor in Council, His Excellency making no change in the scale of rates now existing.

The *Wivern*, 4, ironclad turret-ship, will be shortly got ready for a cruise, and the officers and crew of the *Paganus*, 6, composite sloop, Commander Edward F. Day, will be temporarily turned over to her. The *Wivern* will visit Canton.

When the Detached Squadron arrived it was seen the *Tourmaline* was not amongst them. It was discovered that the propeller of the corvette was foul, when orders were given this morning to steam into port, and the *Tourmaline* is consequently coming in under canvas.

We are informed by the Agent of the Messageries Maritimes Co. that the steamship *Oxus*, with the next French Mail, left Saigon for this port at ten o'clock last night. The Superintendent of the Eastern Extension A. & C. Telegraph Company courteously informs us that the *Oxus* passed Cape St. James at three o'clock this morning.

The only case of any public interest heard at the Criminal Sessions yesterday was that of the sailor, John Perry, who was charged with the murder of a shipmate, named Thomas Findlay, on board the British barque *Helen Marion*. The circumstances of the affair will be fresh in the minds of our readers, so we need only say here that Findlay lost his life in a rough and tumble with the prisoner, who used his knife. Perry now pleaded guilty to manslaughter, which plea was accepted by the Attorney-General on behalf of the Crown. At the request of Mr. J. J. Francis, who wished an opportunity of presenting an affidavit in mitigation of punishment, Acting Chief-Justice Snowden deferred passing sentence until Friday next.

There seems to be some difference of opinion as to who has the best of the recent arrangement re the silk dispute in Japan. A late issue of the *Hioyo News* says that "Intelligence of the settlement of the dispute in the silk trade was telegraphed to Shanghai, and announced as a triumph of the natives. The *North-China Daily News* received the information from Mr. Wooyeda, the agent of the Mitsui Bussan Kwaisha, who stated the result to be a complete victory for the Japanese. The *News*, referring to this, hopes the arrangement that has been arrived at is considered as satisfactory by the foreign merchants as by their antagonists. We imagine that time will prove, if the fact is not already apparent, that the foreign merchants have much more substantial reasons for claiming a complete victory than the Mitsui Bussan Kwaisha and the other supporters of the attempted monopoly."

ARRIVAL OF THE PRINCES.

The Detached Squadron hove in sight in the Ly-ee-moon Pass shortly after noon to-day, and steaming slowly into the Harbour anchored in line outside the *Iron Duke* and the *Victor Emmanuel*. The ships were fully described in a lengthy article we published recently, and on that occasion we gave the entire personnel of the Squadron. The only particulars omitted were those relating to the Princes themselves, which are more fittingly given on the day of their arrival.

H.R.H. Prince Albert Victor Christian Edward of Wales was born on the 8th January, 1864, and H.R.H. Prince George Frederick Ernest of Wales on the 3rd June, 1865. The former was therefore 17 years of age in January last, and the latter was 16 in June. It is intended that Prince George only shall be a sailor, but the choice of the navy as a practical training-school for both princes has given great satisfaction. Prince Albert Victor is prevented from adopting the navy as a profession owing to the constitutional position as eldest son of the Heir Apparent to the Throne. The Princes received some preliminary education in the training ship *Britannia*, and then

joined the *Bacchante* as cadets. During their first voyage to the West Indies they were promoted to the position of midshipmen, and they still occupy that rank in the same vessel. In their cruise with the squadron they have mixed a good deal with the officers of all the vessels, with whom they seem to be highly popular. They have to perform their share of the actual duties of the ship. They also receive rifle and cutlass drill, and instruction in navigation, steam, and seamanship. They have to mess with the midshipmen and cadets in the gun-room, and according to report their birth and station have not protected them from practical jokes and the customary horse-play. Prince Albert is represented as a quiet, pleasant, and unassuming young gentleman, and his younger brother, Prince George, as a more vivacious youth; and both as pupils with keen apprehensions.

TRAINING NOTES.

A sharp bracing morning at the race-course, with, however, only a very small attendance of sportsmen. The dry winds of the past few days have taken the muggy element out of the training track, and the "going" is now first class. We hope to see the big roller at work within the next few days, as it looks as if our rainy season had at last departed; so that before long both the water cart and continuous rolling will be required to take the "bone" out of the course. We regret to hear that the nominations for the Derby are far below what we originally anticipated. We certainly thought that at least thirty nominations would be taken, whereas we understand that they barely exceed twenty. This is not quite so satisfactory as might have been hoped for; but the subscription griffins have proved so generally disappointing that we must even be thankful for small mercies. There are so many griffins with big reputations bound for Hongkong that the Derby promises—notwithstanding the decrease in the number of nominations taken—to prove unusually exciting. Mr. Paul, as of old, heads the list of nominators with five standing to his name, Mr. St. Andrews and Mr. Gordon have four each, Mr. Kerfoot three, and Mr. Henry two.

The work gone through this morning was not particularly interesting, although several of the griffins were sent along at a good pace. Mr. Mac-Oniodds' white-stocking brown, and Mr. Hutchings' gray cantered rather over half a mile, the first named running like a cur and displaying a deal of temper. Two lots—three each—of Mr. Grammont's griffins did healthy exercise, finishing up with a smart burst down the straight, the small dark gray and the Macao sportsman's big bay appearing to us to be the pick of the fleet. Mr. Manger's racing like gray, and Mr. Jedar's second string cantered sharply, but not in such good form as the two ponies in the same stable above alluded to. The two German griffins went through their usual morning performance, and they are fast developing into rocking horses of the first water. The East Point contingent cantered slowly, and Souter Johnny and Glengarry were restricted to trotting work. Spectre, who is evidently in training for a ten hours "go as you please" contest, occupied a prominent position on the track for the best part of an hour, and we must confess that he seems to thrive on the veteran's new system of training. The best gallop of the morning was done by Mr. Henry's brown subscription griffin. With "Joe" in the saddle, this promising candidate for Valley Stakes and German Cup honors, covered a mile in splendid style, finishing full of "go," and like a race-horse. His owner was so pleased with the performance that he immediately afterwards evinced a strong desire to "lemonade" all round. Grim Death, Gaslight, and Pedrillo trotted about two miles, the first named in a decidedly "doty" fashion. Flycatcher made his first appearance on the course for the season, and after trying his best to "back" the "Horse" out of the saddle, he went in such indifferent form, that "Wild Harry's" cast-off emphatically assured Mr. Paul on returning to the paddock that the pony was no use. Wild Race only trotted, but Bohemian and the Shanghai griffin in the same interest were indulged with a slow

center. We noticed Phantom walking in the paddock bandaged on both fore-legs from his knees to his coronets and he certainly looks completely "screwed-up," which is much to be regretted, as this was probably the speediest of all the subscription griffins. Dauntless, Lord of the Isles, and Lochiel were restricted to walking exercises; and Strathavon and Strathpeffer are still confined to trotting work. To-morrow morning promises to be rather interesting, as a lot of the subscription ponies will be "powdered."

MACAO.

(FROM OUR OWN CORRESPONDENT.)

MACAO, 15th December, 1881.
That method is an indispensable factor in all human undertakings, is a maxim universally admitted as beyond doubt. Founders of great systems, discoverers as well as the most ardent reformers have invariably followed some methodical process to attain their ends. The promoters of the Macao Lyceum themselves, whilst rejecting the system of education at present adopted here, uphold the excellence of some ideal method, which it would be interesting to ascertain. We may presume that the method held up as the model of reform, is that which reigns supreme at the national Lyceums in Portugal. Now, by a judicious process of comparison, it will be easy to show the promoters that although their desire of effecting a sweeping change of method may be sincere and laudable in itself, again, under existing circumstances, their coach, unlike that of Midas, will not convert what actually exists into gold on a lull.

I will premise a few remarks on what may be understood by method, particularly in education. When we see an army formed in battle array, bright, glittering and pompous, we do not call that the method of warfare. But when we see the massive columns being divided here and there, a battalion advancing in skirmishing order, another protecting the flanks, the main column ready to open a torrent of fire, the artillery in position, the cavalry ready to charge, the actual firing and charging; the confusion, the apparent maelstrom, the thunder of cannons, &c., through that dense fog of gunpowder smoke we see the real method of warfare, producing victory out of apparent disorder and confusion. The same may be said of method in education, especially in its elementary stage, and above all, in the study of languages. Grammar, in its theoretical form, with its pompous array of nouns, pronouns and verbs, with its ponderous Syntax, its Prosody, and its interminable Rules, is just like a regiment formed in parade; it is no more language, than parade is war; it may be held as the law of the language, but as the students are not required to apply that law to actual composition, to apply it in a thousand different ways from the manner in which it is written in the digest of grammar, it becomes a dead letter; the law falls into disuse; the soldiers are not apt to fire; they are only a toy army.

Teachers of languages of the old type generally adopt their barren, theoretical method. They analyse grammar into its component parts, and teach each part separately, then they give rules of construction and agreement, dominated Syntax. While the students are learning by heart the abstract definitions, the long train of declensions and conjugations, they do little or no exercise in the language they intend to acquire. That exercise is mostly confined to analysing classical texts; the expert analyst is considered to have completed the course of his national language. Should he study a foreign language, after grammar, he merely learns to translate; but after translating, he is not asked to compose. This is the system actually in vogue in the Lyceums. There is a shadow of composition at the end of every year, but the bulk of the programme contains a purely theoretical knowledge of the national language. As to foreign languages, there is not a word of practical exercises.

It does not require very great acuteness to see that such a method is hardly worthy of the appellation. Things ought to be taught as they can be learned. We do not learn art by analysis, but by synthesis and induction. We may be a thorough grammarian and be unable to write half a dozen lines on a given subject. To learn a language is to acquire facility of speech and correct writing. When we speak or write, we do not go by Etymology, conjugations or declensions; we do not run the scale of tenses and moods, to find the note that suits our purpose; we are supposed to know them in such a way as to be able to apply them instantaneously and correctly; and this knowledge is not the result of mere theory, but of long practice, which is so strangely neglected in the system of tuition of many schools of our day.

The movement towards substituting theory by practice, originated mainly with Dr. Ollendorff. He dissected grammar into its minutest parts, and gave each part the place it ordinarily occupies in speech or in writing; he reduced language to its colloquial elements; gave these elements a constant application, and made out of them progressive exercises, from the most simple phrases to the most complex. The student is required to talk and write his grammatical knowledge at the same time; to have his daily exercises duly corrected, to keep those corrections and make them a subject of further research. Translation is only resorted to at the end of the course, and then the pupils begin to reconstruct grammar by themselves, reducing the numerous rules they have studied to a few, and in apparent confusion to their proper heads and formulating the grammar of the language. Ollendorff's is a purely inductive method, and although a little tedious, it is productive of capital results. The Lyceum grammar student who has

spent years in learning the true nature of substantives and pronouns, when required to compose, is surely at a discount. All his mass of theory cannot raise him to a par with the practical student, who has taken to language as an art, and knows that proficiency in arts is gained by the capacity of doing, not of knowing.

The pedagogues who have followed in the wake of Ollendorff are legion. I will mention a few. Dr. Smith has adopted the system to his "Principia Latina," one of the best methods of learning Latin. He has also published his "Principia Græcæ," on the same principle. Dr. Ain has published the grammar of several modern languages on the Ollendorffian system, slightly modified. Thomas Tate has employed the identical method in his elementary treatise on Algebra. T. W. Piper has made use of the same inductive process in his Elementary Arithmetic. John and Thomas Hall have published a very compact French Course, after the same progressive and colloquial system. R. Young has applied the Ollendorffian method to the Gujarati Language. I could name many others, but my space being limited, I will only say that the practical and progressive system of these authors and pedagogues is far superior and more useful than the old theoretical grammars and courses of languages. Their merit consists in being synthetical and inductive, and consequently best adapted to the learning capacity of youths.

The promoters of the Lyceum system of education should make a comparative study of the methods presently adopted in Macao schools, before they assert such methods require a radical reform. I will expose the method presently adopted at one of our educational establishments, and ask whether the students will be gainers or losers in its being substituted by the old theoretical system upheld by the Lyceums. At the Commercial School, the national language is not taught in its dry, abstract form, but by a constant application to the art of composing. At the first stage of tuition, boys are taught to grasp at ideas and notions of things, in complete Portuguese version of Baker's Circle of Knowledge is placed in their hands. While reading and grammatical analysis is going on, the teachers endeavour to make the pupils understand every thing they read. They thus amass a stock of notions and enrich their memory with words and phrases. They are next required to express the same subject in various ways, to comment on it, and take notes of everything remarkable. When they pass to a higher class, the same course is gone over again, but they are literally required to compose by themselves, and to point out every grammatical rule exemplified. They are thus accustomed not only to the intricacies of the language, but to the formation and derivation of ideas. They not only make grammatical analyses, but logical ones, and without ever studying syllogisms or the theory of propositions, they are practically taught to argue, to discuss and to demonstrate, both verbally and in writing.

This is surely a great step beyond the old formality of learning grammar by heart and parsing, which is so wrongly considered as learning one's own language. When the boys come to study English, they go through the whole course of Ollendorff in the first year, writing down every exercise, and practising at the black board. Twice a week they have a class of familiar conversations for three hours each time. The grammatical rules are copied in a separate quire, and studied by heart. On completing the first year's course, they have to write in English any phrase or sentence given in Portuguese, and vice versa. At the general examination, short tracts are given for reading and translation, and explanation is required in English of all grammatical points of some importance.

So much for the first year. During the second year, the following course is pursued. Grammatical rules are delivered by heart during the first half hour. Then, three times a week, the pupils are exercised in written composition. A short tract is previously dictated to all, from some well written essay of a debating character; the tract is afterward analysed, and its leading idea or argument set forth as clearly as possible. A progressive translation is made into Portuguese, first by single words, then by phrases, sentences, and periods, finally in writing. When the tract is thoroughly understood, its leading idea is given as the subject of the written composition either in the epistolary or in the didactic form. Boys write their compositions at home, and read them at school for correction. The corrected exercises are then compared with the original piece taken as its model, and the discrepancies are pointed out. Twice a week, the same subject that has been written upon, is made the topic of familiar conversation and of a short speech, when mistakes are again corrected and difficult points explained. By a persistent adoption of this method, pupils are insensibly led to perceive and appreciate the grand ideas, the arguments, the refined expressions, and what may be termed the literary mannerisms of some eminent author, and while they learn the language, they cultivate their minds, enrich their memories, and insensibly creep toward the perfection of the literary model set up for imitation.

This is done at the English class. There is a separate class of commercial correspondence for those who are studying Commerce. They have to write Commercial letters in Portuguese and in English on some given transaction, and then compare them with "Anderson's Mercantile Correspondence" on the identical subjects, taking note of all technical words and phrases.

In Book-keeping, after six months of practical explanations of the theory of single and double entry, the pupils spend a whole year in posting a complete series of transactions in the auxiliary and principal books. In commercial accounting, they do not only learn what are invoices, account sales, &c., but are required to make out these documents,

to calculate freight, to make statements of general and particular average, to calculate the course of exchange, &c.

In Latin, the old-style grammar has been discarded, and Dr. Smith's Principia Latina introduced. In elocution, the Portuguese classics are analysed and the figures of speech are practically learned.

Such is the practical method adopted by one of our educational establishments. The promoters of reform ought first to demonstrate that that method is radically wrong, and that their theoretical programme is radically right, before they dare to hold up the latter in preference to the former. As I happen to be more or less acquainted with the so-called method of the Lyceum, I will endeavour, in a subsequent article, to show its seamy side.

AMOY.

(FROM OUR OWN CORRESPONDENT.)

AMOY, 15th December.

In your issue of December 10th you stated that H.I.G.M. corvette *Hertha* went out to render assistance to the German barque *Pallas*, but failed to find the stranded vessel. I have since been on board the *Hertha*, where I heard the following version of that affair from her officers:—"At noon of the 7th December, we were informed that a British steamer had reported that at Hui-tao Bay, a German barque was ashore, so directly got up steam and left Amoy two hours after, steering to the North along the coast in search of the wreck. We experienced outside a strong N.E. monsoon, almost amounting to a gale in strength, so we were unable to reach Hui-tao Bay in daylight. After sunset, or when it became quite dark, on account of the shallowness of the water we hove to about four miles from the Bay lowered our pinnace, armed a crew, and sent them in search of the wreck, with instructions to render all the necessary assistance and return the next day to our ship in Amoy. The pinnace found the wreck the same night, a few hours after she parted from us, and reported that the vessel, the German barque *Pallas*, was totally wrecked about 200 yards from the shore. Chinese soldiers had opened fire on Chinese junks that were hovering about in that vicinity with the object of plundering the wreck. The junks, on perceiving the pinnace, left the scene of the wreck and proceeded out to sea. The officer in charge of the pinnace then proceeded ashore and met a mandarin in the next village who had fifteen prisoners in custody, and who informed the officer that he had administered fifty bamboo lashes to each of the prisoners for attempting to pillage the ill-fated vessel. The officer of the pinnace being satisfied that the vessel was a total loss, and that the captain and crew had left one hour before in a junk for Amoy, returned in the pinnace to the *Hertha*, in Amoy, the next afternoon." An investigation, with closed doors, into this affair is being held at the German Consulate, the particulars of which will, I am told, be transmitted to Germany, for the consideration of a higher tribunal, where the final decision will be given.

The German corvette *Hertha*, Captain von Kall, left this for Foochow this morning, on route for Japan.

In accordance with instructions from the Comte de Pourtales-Gorgier, French Consul at Foochow, Senor D. Tomas de Lozano, Spanish Consul-General at this port, has been appointed Vice-Consul for France in place of Mr. De Westley Layton.

TIENTSIN.

The Shanghai Mercury correspondent, writing on December 9th, says that Sir Thomas Wade is still there, and has had several interviews with Li, and is likely to remain a few days more. Foreigners are anxiously waiting to hear how Sir Thomas Wade and Li Hung-chang will arrange the opium duty, and buyers at present will not buy any.

The Chinese London Merchants Company's prospectus in pamphlet form is out, and creates a great sensation among the Chinese; foreigners wish all success to the Company; according to the pamphlet it is sure to be successful; Li, former Customs Tao-tai of Tientsin, is the chief Chinaman.

Dr. J. H. Mackenzie has left at the request of Li Hung-chang for Peking to attend the brother of the Eastern Empress, so medical skill is sought by the members of the Imperial family.

The Chinese criticize very much a new form lately introduced, a foreign firm offering to sell goods, naming

only one article, coloured tin, at Tls. 8 per box for cash, or exchanged for goods Tls. 7; just the reverse of the practice hitherto pursued; the Chinese wonder what the next move will be.

The oldest Chinese and foreign interpreter at Tientsin, Mr. Chun Lai-sun, left a few days ago for his winter holidays, and, if possible, to ascertain in Shanghai, if any reduction has been made in the price of Nordenfeldt guns.

Mr. Tong King-sing is to leave per *Haefing* for Shanghai. According to his report to the Kaiping coal mine shareholders, he is sanguine of getting next spring an output of 600 tons of coal per day, instead of as previously reported 1,000 tons; even the 600 tons is questionable, for according to native reports, they still say the same as they said three years ago—that the place selected by Mr. Tong King-sing is not the right place, and therefore there is very little hope of getting coal there, but there is no doubt that the iron mines will be a success; that is, if the different ores, sent home to be reported upon, can be mixed.

Treasurer Egan, of the Land League at Paris, telegraphed to New York on November 4th as follows:—"Will Wendell Phillips come to Ireland to advocate 'no rent' during the suspension of constitutional liberties? The League will pay all expenses." Phillips in reply said:—"Ireland to-day leads the van in the struggle for right, justice, and freedom. Let Ireland only persevere in her sublime patience, keeping within limits a peaceful agitation, and her victory is certain. With unbroken front let her assault despotism in its central point—rent. Honest rent is the surplus left after the tenant has comfort—material, intellectual, personal, and social comfort. Ireland owes none to-day, certainly not to the class whose government is the prison and the bayonet. How cheerfully would I do my part. How gladly would I share in the honors of such a struggle, but the state of my health obliges me to give up public speaking. I can only bid you Godspeed and pray for your speedy and complete success."

COMMERCIAL INTELLIGENCE.

THIS DAY, One P.M.

A decided weakness both in Banks and Docks is the most prominent feature of this day's doings on the Stock Exchange. Banks are freely offered at 120 per cent. premium, and a firm offer at a lower rate would, we doubt not, be accepted. Docks, after finding buyers at 37, are decidedly weak, and offers to sell at the same figure, either for cash or the end of the month, meet with no response. We observe from our Shanghai advices that business has been done in that settlement in Yangtze Insurance Shares at Tals 875, an advance of 10 on previous quotation. A few Hongkong Fires have changed hands, at 92½, a slightly lower rate than we previously quoted; and at 89½, good business has been done in China Fires. Steamboats are also rather weaker, a few small lots being obtainable at 23 per share premium. Sugars have been dealt in rather largely at 158, considerably over a hundred shares having been negotiated at that rate, the stock leaving off quite firm.

SHARES.

Hongkong and Shanghai Banking Corporation—130 per cent. premium, Sellers.
Union Insurance Society of Canton—\$1,600 per share.
China Traders Insurance Company—\$1,550 per share.
North-China Insurance Company—Tls. 1,125 per share.
Yangtze Insurance Association—Tls. 875 per share.
China Insurance Company—\$290 per share, Sellers.
Man On Insurance Company, Limited—\$25 per share premium.
On Tai Insurance Company, Limited—Tls. 153 per share.
Hongkong Fire Insurance Company—\$925 per share, Sales.
China Fire Insurance Company—\$292½ per share, Sales.
Hongkong and Whampoa Dock Company—37 per cent. premium, Sellers.
Hongkong, Canton, and Macao Steamboat Company—\$ 23 per share premium, Sellers.
China Coast Steam Navigation Company—Tls. 102 per share.
Hongkong Gas Company—\$35 per share, Sellers.
Hongkong Hotel Company—\$103 per share, Sellers.
China Sugar Refining Company, Limited—\$158 per share, Sales.
China Sugar Refining Company (Debtors)—3 per cent. premium.
Hongkong Ice Company—\$130 per share, Buyers.
Hongkong and China Bakery Company, Limited—\$50 per share.
Chinese Imperial Government Loan of 1873—14 per cent. premium, ex interest.
Chinese Imperial Government Loan of 1881—24 per cent. premiums.

EXCHANGE.

On LONDON—Bank Bills, T.T. 8/8½
Bank Bills, at 30 days' sight 8/8½
Bank Bills, at 4 months' sight 8/9½
Credits, at 4 months' sight 8/9½
Documentary Bills, 4 months' sight 8/9½
On PARIS—Bank Bills, on demand 4/67
Credits, at 4 months' sight 4/79
On BOMBAY—Bank, T.T. 22½
On CALCUTTA—Bank, T.T. 22½
On SHANGHAI—Bank, T.T. 7½
Private, 30 days' sight 7½

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD.)

Hongkong, 19th & 20th December, 1881.
BAROMETER—1 P.M. 30.334
Do. 4 P.M. 30.300
THERMOMETER—1 P.M. 57.
Do. 4 P.M. 57.
Do. 1 P.M. (Wet bulb) 52.
Do. 4 P.M. Do. 52.
BAROMETER—9 A.M. 30.374
THERMOMETER—9 A.M. 56.

SHIPPING INTELLIGENCE.

ARRIVALS.

Dec. 20, CARRISFORT, Captain H. F. Stephenson, C.B., 2,333, Amoy 18th December.
Dec. 20, INCONSTANT, 5,780, Capt. Charles N. Fitzgerald, Amoy 18th December.
Dec. 20, BACCHANTE, British corvette, 4,100, Captain Lord Charles Scott, Amoy 18th Dec.
Dec. 20, NINGPO, British steamer, 761, R. Cass, Shanghai 17th Dec. General.—Siemssen & Co.
Dec. 20, NORDEN, Danish steamer, 778, Rasmussen, Chinkiang 16th Dec., Butterfield & Swire.
Dec. 20, SIN-NAN-ZING, British steamer, 747, Drake, Canton 19th Dec., Jardine, Matheson & Co.
Dec. 20, CHINA, German steamer, 648, H. Schoer, Swatow 19th Dec., General.—Kwok Acheong & Sons.

DEPARTURES.

Dec. 19, RIASON, British steamer, for Bangkok.
Dec. 19, AMOY, British steamer, for Shanghai.
Dec. 20, NORDEN, British steamer, for Canton.
Dec. 20, CRUSADER, British steamer, for Saigon.
Dec. 20, CHILTON, British steamer, for Shanghai.

PASSENGERS.

ARRIVED.

Per China, steamer, from Swatow, 103 Chinese.
Per Norden, steamer, from Chinkiang, 2 Chinese for Canton.
Per Ningpo, steamer, from Shanghai, Major General McJudy, Mr. Schmier, and 97 Chinese.
The following passengers departed yesterday, per M. M. steamer Djinnah:—From Hongkong for Saigon.—Rev. Jean N. Bonald, Rev. Louis E. Louret, two French sailors, and 1 Annamite child, and 11 Chinese. For Singapore.—Mr. Wm. Davenport and Captain Elias da Silva. For Marseilles.—Messrs. G. Montgomery, John Lamb, William Craig, F. Bark, Ch. Michelson, Mr. and Mrs. Mannich, Miss Hahn and 1 child, Mr. and Mrs. Vogel, Miss Bartsch and six children, and Captain Thompson.

MAILS.

The following mails will close:—

TO-DAY, 20th December.—
For Straits Settlements and Calcutta, per Japan, at 2.30 p.m. For Singapore and London, per Hector, at 3.30 p.m. For Shanghai, per Kamohatka, and per Sin-nan-sing, at 3.30 p.m. For Pakhoi and Huping, per Hainan, at 5 p.m. For Canton, per Ningpo, at 4 p.m.
TO-MORROW, 21st December.—
For Swatow, Amoy and Foochow, per Charles, at 5 p.m. For Manila, per Esmeralda, at 1.30 p.m.
On FRIDAY, 23rd December.—
For Port Darwin, Cocktown, Townsville, Brisbane, Sydney, Melbourne, Adelaide, &c., per Muth, at 11.30 a.m. For Kobe and Yokohama, per Takasago Maru, at 11.30 a.m. For Amoy and Manila, per Enay, at 4.30 p.m.

C. L. TREVENIN,
COMMISSION AGENT.
WINE AND SPIRITS MERCHANT.
CHAMPAGNE, BURGUNDIES,
COGNACS, SHERRIES, LIQUEURS,
WHISKY, &c., &c.
FRENCH BOOTS AND SHOES
FOR LADIES AND GENTLEMEN.
HONGKONG HOTEL BUILDING.

NOTICE OF REMOVAL.
A. MILLAR & Co.,
PLUMBERS, GASFITTERS,
&c., &c., have REMOVED their Office
and Ware-room to No. 6, BEACONSFIELD
ROAD, where Orders for Fittings and
Repairs will be punctually attended to.
Hongkong, 11th November, 1881.

Intimations.

HONGKONG TIMBER-YARD,
WANOHAI.OREGON PINE SPARS
AND LUMBER
always on hand.L. MALLORY,
Proprietor.

Hongkong, 24th June, 1881.

STAG-HOTEL.

QUEEN'S-ROAD CENTRAL.
Good accommodation for Visitors,
English & American Billiards.

Dinner at One o'clock.

Dinner at 7.30.

This Hotel is most centrally situated
and within easy distance of the principal
landing places.J. COOK,
Proprietor.

FOR SALE CHEAP.

A First Class PONY PHAETON
by Lenny of Croydon.
Apply to

M. A.

The "Hongkong Telegraph" office,
Hongkong, 24th June, 1881.

FOR SALE.

A DOUBLE-BARREL FOWLING-PIECE
(muzzle-loading), Patent Snap
Action, Twist Barrels, side-action
Locks; in leather case, with Shot
Pouch and Powder Flask. Price, \$10.
Apply at the Office of this Paper.
Hongkong, 25th October, 1881.

FOR SALE.

A AUSTRALIAN WINES,
PORT AND SHERRY,
of the finest quality, from Coolatta
Vineyard, Braxton, Hunter River,
N.S.W.

Apply to

R. FRASER-SMITH,
Club Chambers.J. AND R. TENNENT'S ALE and
PORTER.

DAVID CORSE & SONS'

Merchant Navy
Navy Boiled
Long Flax
Crown

ARNHOLD KARBURG & Co.

Hongkong, 15th June, 1881.

NOTICE.

HONGKONG RESIDENTS who
may have been overlooked, or
whose Circulars may have been mis-
carried, are requested to send the par-
ticulars they desire to have inserted in
the NEW DIRECTORY to the Pub-
lisher, 15, WELLINGTON STREET,
as early as possible.

Telegraph Office, Nov. 16, 1881.

R. FRASER-SMITH,
PUBLIC ACCOUNTANT,
ARBITRATOR,COMMISSION AGENT.
CLUB CHAMBERS, HONGKONG.

FOR SALE.

WASHERMAN'S BOOKS, for
the use of Ladies and Gentle-
men.—Price 50 cents.

DE SOUZA & Co.

TO LET.

TWO ROOMS suitable for an office
in the premises No. 15, Wellin-
gton Street. Possession on 1st January,
1882.

Apply to DE SOUZA & Co.

Hongkong, 14th Nov. 1881.

JUST RECEIVED.

A SELECTED ASSORTMENT
of MENU CARDS, SEAT CARDS,
VISITING CARDS.

Apply to

DE SOUZA & Co.

FOR SALE.

A ANGLO-CHINESE CALENDAR
FOR 1882.

NEATLY PRINTED ON OILED BOARD.

PRICE—10 cents.

DE SOUZA & Co.

Hongkong, 28th June, 1881.

THE Undersigned have been ap-
pointed AGENTS to the NEW
YORK BOARD OF UNDER-
WRITERS.

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1881.

Intimations.

NOTICE.

BOOKBINDING AND RULING IN
ALL ITS BRANCHES EXECUTED
AT VERY LOW RATES AT THE
"HONGKONG TELEGRAPH"
OFFICE.Account Books ruled to any pattern.
Music bound in Elegant Style
with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

NOTICE.

THE Business of General Printers
and Book-binders, lately con-
ducted by the late Mr. J. J. da Silva
e Souza under the style of—
DE SOUZA & Co.,will henceforth be carried on under
the same style by the undersigned,
as Lessees of the Goodwill, Machi-
nery, Plant, &c., belonging to the
said Printing Office.

J. J. DE SOUZA.

H. LUBECK.

Hongkong, 15th June, 1881.

CHAIR AND BOAT HIRE.

Legalised Tariff of Fares for Chairs,
Chair Bearers, and Boats, in the Co-
lony of Hongkong.

CHAIRS AND ORDINARY PULLAWAY BOATS.

Half hour, 10 cents.
Hour, 20 "
Three hours, 50 "
Six hours, 70 "
Day of 12 hours, One Dollar.

To VICTORIA PEAK.

Single Trip.

Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70
Return (direct or by Pak-foo-lum).
Four Coolies, \$1.50
Three Coolies, 1.20
Two Coolies, 1.00To VICTORIA GAP (TO LEVEL OF
UMBRELLA SEAT).
Single Trip.Four Coolies, 60 cents.
Three Coolies, 50 "
Two Coolies, 40 "
Return (direct or by Pak-foo-lum).
Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70
The return fare embraces a trip of
not more than three hours.For every hour or part of an hour
above three hours, each Coolie will be
entitled to an additional payment of
5 cents.Day Trip } Peak, ...\$0.75 each Coolie
(12 hours) } Gap, ...\$0.60 each Coolie

Licensed Bearers (each).

Hour, 10 cents.
Half day, 35 "
Day, 50 "

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 800
or 900 piculs, per day, \$3.001st Class Cargo Boat of 800
or 900 piculs, per Load, \$2.002nd Class Cargo Boat of 600
piculs, per day, \$2.502nd Class Cargo Boat of 600
piculs, per Load, \$1.753rd Class Cargo Boat or Ha-
kau Boat of 300 piculs, per
day, \$1.503rd Class Cargo Boat or Ha-
kau Boat of 300 piculs, per
Load, \$1.003rd Class Cargo Boat or Ha-
kau Boat of 300 piculs, per
Half day, \$0.50

SAMPANS.

or Pullaway Boats, per day, \$1.00
One Hour, \$0.20
Half-an-hour, \$0.10After 6 P.M., 10 cents extra.
Nothing in this Scale prevents pri-
vate agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, 33 cents.
Half Day, 20 "
Three Hours, 10 "
One Hour, 5 "
Half Hour, 3 "Nothing in the above Scale is to affect
private agreements.

NEW DIRECTORY

FOR THE FAR EAST.

A NEW DIRECTORY FOR
CHINA, JAPAN, AND THE
PHILIPPINES,
FOR THE YEAR 1882.

WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED

"THE HONGKONG DIRECTORY

AND HONG LIST FOR THE

FAR EAST."

THE above work will be published

on the 1st of January next, at

the office of this Paper, and will con-
tain a Directory for the Ports in thelarge portion of Asia comprised be-
tween Penang, in the Straits Settle-ments, and the Northern Ports, includ-
ing Formosa; the Treaty Ports of Chinaand Japan; the Philippine Islands; the
British Colony of Hongkong; and the

Portuguese Colony of Macao. The work

will also contain the Principal Treaties
between European countries and theUnited States and the countries East
of the Straits, together with conditionsof Trade, and the Port, Customs, Con-
sular and Harbour Regulations for thePorts of China and Japan; and a de-
scription of the Ports, with the latestTrade Statistics taken from the Reports
of the Imperial Maritime Customs and

other reliable sources.

The various Governments and Mu-
nicipal Corporations will be applied tofor information, and all Public Bodies
and Companies, Bankers, Merchants,
Consuls, and Professional and otherResidents, will supply the necessary
matter to ensure correctness upon forms
sent for that purpose. The Naval andMilitary portions will be taken from
the latest published official lists and
revised at Head-quarters; in fact nopains will be spared to make "THE
HONGKONG DIRECTORY AND HONG LISTFOR THE FAR EAST" a perfectly reliable
work.It is intended to make this work a
medium for Advertisers at a cheaprate, and the charge for Advertisements
will be

\$10 per page in Hongkong,

and \$12 at Outports.

The size of the Page will be SEVEN

INCHES AND A HALF LONG BY FOUR INCHES

AND THREE-QUARTERS; this space will

admit of a large quantity of matter
and all Advertisements will be taste-
fully and prominently displayed.Blocks of any description will be in-
serted, but these must not exceed
the above dimensions.

"THE HONGKONG DIRECTORY AND

HONG LIST FOR THE FAR EAST" will, in

order that it may circulate extensively,
outside this Colony, be published at aPOPULAR PRICE, and can be or-
dered at this Office or obtained fromthe Agents (list to be hereafter pub-
lished) for

TWO DOLLARS.

There is not space in the compass

of an ordinary advertisement to detail
all the mass of information it is in-
tended to introduce into the work, butit may be fairly asserted that no such
Directory has ever been published,
either in Hongkong, or any other

part of the East, at the price.

"Telegraph" Office, Hongkong,

October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes
of reference, into five sections:—No. 1 extending from Green Island to the P.
and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the
Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao
Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Govern-
ment Wharf to the Waichai Pier; and No. 5 from the Waichai Pier to
Kollott's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tonnage.	Consignees.
Steamers.						
Bellona	†	Dec. 18	Fickmeyer	German	789	Siemssen & Co.
Cebu	*	Nov. 29	Edgar	American	373	Captain.
Consolation	2	Dec. 15	R. Young	British	764	Yuen Fat Hong.
Conquest	3	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dook Co.
Hainan	2	Dec. 19	Speechly	British	278	Afong & Co.
Heater	3	Dec. 16	Billings	British	1589	Butterfield & Swire.
Holios	3	Dec. 12	Lazarich	Aus.-H'ian	1428	Melchers & Co.
Hongkong	1	Oct. 28	—	British	67	K. Acheong & Sons.
Japan	3	Dec. 12	Gardner	British	1805	D. Sassoon, Sons & Co.
Joloano	3	Dec. 19	J. Marquez	Spanish	684	R. Mourante.
Kamtohatka	3	Dec. 19	Hutley	British	702	C. M. S. N. Co.
Lydia	3	Dec. 18	Paulsen	German	1160	Siemssen & Co.
Mary Tatham	3	Dec. 7	Garley	British	1164	Jardine, Matheson & Co.
Meath	3	Dec. 9	Johnson	British	1337	Geo. R. Stevens & Co.
Nelson	3	Nov. 26	Thorn	British	894	Geo. R. Stevens & Co.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	1	July 7	Man Fu	Annamese	93	Captain.
Sin-nan-zing	3	Dec. 20	Drake	British	747	Jardine, Matheson & Co.
Takasago Maru	3	Dec. 18	O. Young	Japanese	1230	M. B. M. S. S. Co.
Tannadice	4	Dec. 8	Green	British	3000	Gibb, Livingston & Co.
Thales	3	Dec. 18	Pocock	British	820	D. Lapraik & Co.
Volga	3	Dec. 17	Guirand	French	1049	Messageries Maritimes.
Yangtze	*	Sept. 30	Schultze	British	782	Siemssen & Co.
Yee-Tay	1	July 7	Lee Tung Tuk	Annamese	1200	Captain.

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Adele	4	Oct. 18	Logemann	Ger. bark	1132	Melchers & Co.
Agnes Muir	3	Oct. 31	J. Lowe	Brit. ship	901	Arnhold, Karberg & Co.
Anna	3	Nov. 18	W. Jeffen	Ger. bark	447	Order.
Belle Morse	4	Nov. 17	Norton	Amr. ship	1307	Order.
Blue Jacket	4	Nov. 21	Percival	Amr. ship	1396	Ed. Schellhass & Co.
Bonito	3	Nov. 26	H. Stehr	Ger. schr.	341	Ed. Schellhass & Co.
Ceylon	5	Dec. 7	Hallett	Amr. bark	681	Russell & Co.
Citania	2	Dec. 3	Hunt	Brit. bark	762	Captain.
Daniel Barnes	3	July 22	J. G. Stover	Amr. ship	1485	Vogel & Co.
Elise	2	Dec. 8	Braun	Ger. bark	513	Wieler & Co.
Elliotts	3	Nov. 25	Geo. Oughton	Brit. brig	285	Chinese.
Esmeralda	2	Nov. 7	H. Brook	Ger. bark	788	Siemssen & Co.
Fluella	3	Nov. 21	Fearlott	Brit. bark	498	Chinese.
Hecht	3	Dec. 3	W. Ploetz	Ger. bark	568	Siemssen & Co.
Helicon	5	Oct. 5	Howe	Amr. ship	1199	Captain.
Henrik Isen	2	Nov. 26	Dau	Norw. bark	274	Siemssen & Co.
Hera	4	Dec. 12	L. Grimm	Ger. bark	1036	Captain.
Hermine	3	Dec. 7	Meyer	Ger. bark	350	Ed. Schellhass & Co.
Hindoo	2	Dec. 4	Matthiessen	Ger. bark	541	Wieler & Co.
Hindustan	3	Sept. 10	Bolyea	Brit. ship	1547	Captain.
Hiram Emory	4	Nov. 15	Wymar	Amr. bark	799	Order.
Hopapur	2	Nov. 30	Jack	Brit. bark	522	Melchers & Co.
Humboldt	2	Nov. 20	Stoll	Ger. bark	329	Ed. Schellhass & Co.
Irazu	3	Dec. 12	A. Pearce	Brit. bark	327	Captain.
James Wilson	2	Nov. 26	R. Holmes	Brit. bark	326	Wieler & Co.
J. H. Bowers	2	Dec. 2	Harkness	Amr. bark	784	Chinese.
Juno	2	Nov. 26	Brochwaldt	Brit. bark	512	Siemssen & Co.
Laura	3	Nov. 18	Von Elfron	Ger. bark	332	Ed. Schellhass & Co.
Leonore	4	Nov. 18	Petersen	Amr. ship	1440	Captain.
Lota	2	Nov. 24	Dudfield	Brit. bark	472	Chinese.
Luoy	2	Oct. 30	Habekost	Brit. schr.	219	Chinese.
Malvina	2	Nov. 27	Kluge	Ger. bark	479	Wieler & Co.
Manhem	3	Nov. 15	Jansson	Swed. schr.	463	Siemssen & Co.
Marie	2	Nov. 25	Hundewardt	Ger. bark	428	Wieler & Co.
Morning Star	3	—	Michaelson	Siam. bark	570	Chinese.
N. D. Auxiliatrice	4	Dec. 1	Jagoret	Frenc. bark	536	Captain.
Nicolas Thayer	2	Nov. 25	R. S. Craley	Amr. bark	585	Gibb, Livingston & Co.
Ocident	2	Dec. 4	Rauter	Ger. bark	274	Wieler & Co.
Orient	2	Nov. 16	Lemmermann	Ger. bark	461	Ed. Schellhass & Co.
Panay	5	Dec. 8	P. Bray	Amr. ship	1190	Adamson, Bell & Co.
Papa	3	Dec. 3	Blöse	Ger. bark	302	Siemssen & Co.
Printzenberg	2	Dec. 8	Schonemann	Ger. bark	553	Melchers & Co.
Red Cross	4	Nov. 18	Howland	Amr. ship	1300	Order.
Richard Parsons	4	Nov. 17	Packard	Amr. bark	1160	Captain.
Ringlander	5	Dec. 2	W. E. Bray	Amr. ship	1183	Captain.
Schwan	2	Nov. 24	T. Schroder	Ger. brig	276	Siemssen & Co.
Spartan	5	Nov. 15	Vincent	Amr. schr.	85	W. H. Bay.
Spirit of the Age	3	Nov. 17	Williams	Brit. bark	347	Chinese.
Sophia	2	Nov. 21	Binge	Ger. brig	230	Wieler & Co.
Stonewall Jackson	4	Sept. 16	Swain	Amr. bark	1102	Russell & Co.
Syren	2	Oct. 5	Braun	Amr. ship	875	D. Lapraik & Co.
Twilight	5	Sept. 27	Westland	Amr. ship	1303	Arnhold, Karberg & Co.
Valiant	4	Nov. 25	M. J. Daly	Amr. ship	1572	Captain.
Walls Castle	8	Dec. 11	Brown	Brit. bark	625	Captain.
Walikka	5	Dec. 8	J. G. Hjett	Russ. ship	943	Captain.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.